

SAN SABA NEWS.

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L. T. BIGGS,

SAN SABA, TEXAS.

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TEXAS TOPICS.

Cisco Bust.—During the year 1881 there were ninety-six marriage licenses issued, by the county clerk of De Witt.

The British steamer Deepdale, from Cardiff, Wales, arrived at Galveston on the 16th of January with a cargo of 12,284 dead rats for the Texas & St. Louis Narrow Gauge railroad.

The contract for grading the northern division of the Texas Central railroad has been let to Col. E. H. Terry. The line will run from a point at or near Ennis to Paris. The work will commence at once.

During the year 1881 Texas built 1,411 miles of railroad, and in 1882 will build still more miles of road than last year. This wonderful railroad development, in a measure, indicates what is going on in the way of improvements in other directions.

The heavy rains that have prevailed all over the State during the past two weeks, while retardating other farming operations, have been of material benefit to the immense crop of wheat now growing throughout Texas. With reasonable weather from this time until harvest, Texas will astonish the world with the finest crop of wheat ever grown in the South.

Weather.—Mr. F. M. Pfeifer, of F. M. Pfeifer & Bros., Houston, informs us that his farm of 400 acres, under cultivation, has upwards of 400 miles of rock fences gathered from their lands. During the past year they had 100 acres in cotton, 200 in corn, and the balance in wheat, oats and rye. The crop was a fair one, considering the season, but did not produce as much last year as in 1877. During that year their average yield of wheat was 37 bushels to the acre, 11 bushels of cotton, with an average of 3 bushels to the acre, and 60 bushels of corn.

The Southern Pacific enters promptly upon the field of competition for transcontinental freight and travel. Our California correspondent reports that no programme is to run steamers from the New Orleans and tranship them to the road to Europe to carry the heavy traffic of California wheat, and to bring back emigrants who will be carried from Liverpool to San Francisco for \$50. To do this the Southern Pacific Company has been making hasty trials. The cars which bring the wheat from the Pacific to the Gulf will be so constructed that they can be fitted with berths on the return trip. The completion of the short line to San Diego, in the Pacific, will greatly shorten the distance from sea to sea, and the completion of the line to Galveston will make it still shorter, only 1,500 miles in length, and thus, too far below the snow line, the neighborhood of which so much interferes with the winter business of the other transcontinental railways.

From California to Europe.

The opening of an almost new line of rail from San Francisco to New Orleans is likely to divert a large proportion of the exports which California sends to Europe from the old route around Cape Horn to the new one across the continent. An immense volume of traffic is at hand ready to be absorbed by the Southern Pacific road. But it will take time. It is not always realized that California is not only the first wheat country in the world, but one of the very largest. The State has infinite capacity for producing food. Years ago it was known only as a mining country, and provisions were brought to it from the East and from Europe. Now the State not only feeds its own citizens, but many in foreign lands. The staple crop is wheat, and now wheat is exported from San Francisco to grain, any other port save New York and Baltimore. In 1879 California produced 39,000,000 bushels of wheat, and Illinois, Indiana and Ohio yielded more. In 1881 there were exported of wheat from New York, 57,000,000 bushels; from Baltimore, 34,000,000; from San Francisco, 22,000,000; from Philadelphia, 14,000,000; from New Orleans, 7,700,000, and from Boston, 3,500,000. Nearly all of this California grain goes to England. The voyage around the Cape is long and tedious, and freights are high. At the best it takes a cargo 110 days, or almost one-third of a year, to go from San Francisco to Liverpool. The average time is 123 to 125 days. Now, and then, the voyage consumes 200 days or upwards. The cost of the movement is proportionally high. The average freight rates of the last eight years have varied from 40 shillings in 1877-78 to 85 shillings in 1872-73. These long delays and great expenses naturally lead to a search for means of relief. No escape could be found so long as the grain had to be sent by rail to the Atlantic coast, or even to the Mississippi river, and floated down to its mouth, as the only alternative to shipment around Cape Horn. Now, however, the shortest line in existence, and almost the shortest line attainable, between ocean and ocean, connects San Francisco and New Orleans. It is not probable that it will be made use of by the enterprisers of the age? A correspondent of a New York paper, who says there is just now considerable agitation of the subject in California, adds:

By rail across the continent, and sail or steam from New Orleans, the long voyage can be shortened to thirty or forty days, and the cost of transportation reduced, perhaps, to the rate of three years ago, namely, thirty dollars per ton. This would be extremely convenient for the owners of sailing tonnage, but it is one of the things to be looked out for in the near future. Certainly it would be a benefit to Gulf tonnage, if not to the owners of American tonnage. It would put a great deal of money into California pockets, and it would undoubtedly stimulate the wheat production of the Pacific coast to its highest point.

The advantage of the new route is obvious. Time is money in this age of steam. A cargo that will consume four months in reaching its destination must be sent out to a great extent, at random, even under the penance of stopping it for telegraphic orders at some convenient port of call. On one month's time the man is very different.—*Golden Democrat.*

The San Saba News.

SAN SABA, TEXAS, SATURDAY MORNING, FEBRUARY 1, 1882.

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ADVERTISING RATES.

	\$ Months	\$ Months	1 Year.
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Two pages	10.00	15.00	125.00
Four columns	15.00	25.00	200.00
Half Column	25.00	40.00	300.00
One column	40.00	60.00	500.00

All advertising bills due and payable after insertion.

Advertisements for less than three months \$1.00.

Extra notices 15 cents per line for first notice, and 10 cents each subsequent insertion.

WIT AND WISDOM.

There is but one thing needed to make the oyster soup at railroad restaurants perfect, and that is oysters.

A family of San Juan ranchers made a party of an Apache Indian, and the Coroner's jury returned a verdict of "overcome by the heat."

Tony put in evidence of Guitrea's insanity that he wanted to buy the Chicago Inter-Ocean. Scoville is proving himself an able lawyer.

"Did your uncle leave you anything in his will, Thomas?" "Oh, yes," said Thomas cheerfully. "He left me out." —*Baltimore Herald.*

A MEDICAL certificate is among the treasures of the London General Post-office worded as follows: "This is to certify that I attended Mrs. _____ in her last illness, and that she died in consequence thereof."

How rapidly the German carpenter may be gathered from an advertisement mentioned by the Sacramento Bee, in which a Mr. George Mueller, of Stockton, offers for sale 10,000 fish for stocking ponds. He commenced operations with seventeen yearling carp two years ago.

THOMAS Schofield, aged 91 years, walked nine miles to renew his subscription to a New London paper. It is the general impression among publishers that there are a number of subscribers who are waiting until they are 91 years old to come in and pay for their paper, —*Dartbury News.*

ANABELLA (on her toes in a chair, stretching convulsively at her skirt) — "Oh, Bridget! A mouse! a mouse! Come and catch it quick!" Bridget — "Simeon, mimm, there's no hurry. If this one gets away, I can get plenty more for ye, mimm."

A CALCULATING exchange says "It takes a woman ten times as long to dress as a man." Perhaps because her dress costs ten times as much as a man's. Anyhow, when she is dressed, the chances are that she looks ten times more paralyzing than a man. —*Norritown Herald.*

A small newspaper — "Yes," said the Denver editor, "I think I must have got a very readable paper this morning. I've been tickled by three prominent citizens to-day, another close me with dogs and a gun and the police had hard work to keep a mob from wrecking my office." —*Chicago Tribune.*

HYDE weaves Valise. It does not Weigh Four hundred Pounds. It belongs to an Editor. In the Valise are Three Socks and a Bottle and a Book. There is Something in the Bottle. Maybe it is Arrows for the Editor's Sure Finger. The Book is Baxter's County Rent. The Socks got into the Valise by Mistake. Perhaps the Editor will get into the Editor by Mistake.

The inability of a lawyer to answer a question directly is illustrated by a recent exchange of letters between the Chicago lawyer Emory A. Storts and a friend. The latter asked Mr. Storts whether his first name was "Emory" or "Emory," and Mr. Storts began his reply by saying: "My signature hereunto append will settle the e and o question," and then he wrote three pages about social and political matters, at the end of which were these words: Yours, E. Storts.

A Wonderful Lake.

In Colorado is a ten-acre field, which is no more nor less than a subterranean lake covered with soil, about eight inches deep. On the soil is cultivated a field of corn, which produces thirty or forty bushels to the acre. If any one will take the trouble to dig a hole to the depth of a spade handle, he will find it will fill with water, and by using a hook and line, set four or five inches apart to side by side.

Why should we fear that which will come to all that is? We can not tell, we do not know, which is the greater blessing-life or death. We cannot say life is not good. We do not know whether the grave is the end of this life or the door of another, or whether the night here is not something else than the day.

Besides, our actions are arranged so as to meet the greatest obstacles.

There are two kinds of mothers—the wet and dry mother. Between the two we choose neither. But if we had to take one we would take the former.

That is, we would want a mixed-up sort of a woman.

But the worst feature of the mother is that it comes in cold weather, when it is not needed.

In the end the mother is called a cold snap, but it is all the same thing.

During mothers is very healthy weather for fat hogs.

It is also pretty ominous when your neighbor's wife gets pregnant, especially if she is a cabinet apiculturist.

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